



APPENDIX B- Selection of Study Option

The assessment of the feasibility of construction and operation of a streetcar in downtown Cincinnati focused on a streetcar investment within the boundaries of the City of Cincinnati, with particular emphasis on downtown and adjoining neighborhoods.

The consultant team conducted field reviews and consulted secondary sources of information to identify corridors that met the guiding principles established for the study. Three feasible alignments, with optional design modifications in each, were identified and analyzed. The sketch level screening analysis of the three feasible alignments is summarized on the attached maps and tables.

Other options considered:

Upon review of the preliminary data by the Streetcar Working Group, the consultant team was directed to evaluate an alignment using Vine Street. Vine Street, historically recognized as the “center of town,” and currently the focus of significant redevelopment efforts, (Fountain Square and the surrounding area; the Gateway Corridor in OTR) warranted consideration. Race and Elm alignment was eliminated for further study by the Stakeholder working group when they came to a consensus agreement to consider Vine Street instead. The general rationale was that the Elm Street alignment did not provide enough coverage of the CBD, and did not connect to the business core. Because it was dismissed there is not a “hot map” for it. So we do not have an Alternative C in the analysis.

To benchmark the four feasible alignments, the Vine Street alignment being the fourth, a map identifying the “hot zone” of development was created for each. Development associated with fixed guideway transit tends to peak within ¼ mile (three city blocks) of the alignment. The Floor Area Ratio (the percentage of allowable built space) is highest within a one block walk area of the alignment. The area of influence extends approximately three blocks from the alignment at a declining rate. The “hot zone” maps illustrate the coverage area in which intense development is most likely to occur surrounding the alignment. Qualitative and quantitative evaluations of the development areas for each alignment are presented on the following table.

Upon review of the development impacts the Streetcar Working Group directed the project team to use Alternative B as the study alternative. Alternative B is generally described as running northbound on Main Street in the CBD, and connection to OTR eastbound on 12th Street to northbound on Elm Street to eastbound on McMicken and southbound on Race Street to eastbound on Central Parkway to southbound on Walnut Street into the Banks development site connecting eastbound on the yet to be constructed Freedom Way to Main Street in front of Great American Ball Park. Although Alternative B was selected for the study alternative, it, and all other options, will be reviewed in more detail in future phases of the study, and must undergo rigorous public scrutiny before a final alignment for construction is selected.





List of figures included on following pages:

1. Map of Feasible Options with Possible Future Extensions
2. Land Use Maps (one for CBD and one for Over-the-Rhine)
3. "Hot Zone" Maps (illustrating properties included within a three block distance of proposed alignments A, B, D1, D2, D3)
4. Summary of Preliminary Study Alignment Characteristics (for alignments A, B, D1, D2, D3)

